件名 RE: [SEA15181] RE: Cape Henry(JMU Kure 3339) ME starting failure HTML

日時 2017/8/22(火) 18:29

差出人 山本 博文 <hirofumi_yamamoto@du.ihi.co.jp>

宛先 "'Minamoto Kisen'" <operation@minamoto-kisen.com>

CC 宇津原 浩二 <kouji_utsuhara@du.ihi.co.jp>, "Ryoichi Kanehira" <ryoichi_kanehira@du.ihi.co.jp>,盈　昌伸 <masanobu_mitsuru@du.ihi.co.jp>,鵜飼 英実 <hidemi_ukai@du.ihi.co.jp>,梶田　浩平 <kohei_kajita@du.ihi.co.jp>,菅野 亨 <toru_kanno@du.ihi.co.jp>,椿　稔 <minoru_tsubaki@du.ihi.co.jp>, du_parts <du_parts@du.ihi.co.jp>

Dear Kim-san,

Thank you for your information.
Your understanding is correct. We considered that it is better to check the leakage quantity using LSMGO, because the leakage will increase using LSMGO.
It is possible to judge the crew from measurement results of leakage of each cylinder.

Best regards,

H.Yamamoto
DU

From: Minamoto Kisen [mailto:operation@minamoto-kisen.com]
Sent: Tuesday, August 22, 2017 3:13 PM
To: 山本 博文; 'master.capehenry@Skyfile.com'
Cc: 宇津原 浩二; Ryoichi Kanehira; 盈　昌伸; 鵜飼 英実; 梶田　浩平; 菅野 亨; 椿　稔; du_parts
Subject: RE: [SEA15181] RE: Cape Henry(JMU Kure 3339) ME starting failure

Dear Yamamoto san/DU

Thanks for your kind advice.

Please be informed that the order has been placed like followings,

1. 2 ICV kits (2 kits only on stock for now, 3 kits to be dispatched when it is avalaible)
2. 1 ICU assy (to keep on spare,exchange base)

Your comment is reuqested regarding our plan to replace ship's spare ICU assy for #5 cylinder and 2 ICV for #4 & 6 cylinder. *(might be variable according the leakage quantity of ICU, LSMGO)*
And will check the leaking quantity of each ICU while she is using LSMGO in ECA, you will be updated.

RIC : Chief engineer of Cape Henry

To enter USA ECA,

1. exchange IFO to LSMGO 2 or 3hrs prior as per the manual to enter USA ECA, record & log.
2. check engine parameter every 4 hrs in ECA
3. measure leaking quantity from each ICU, 2 or 3 time while use in LSMGO.
   To improve the chance.
4. after LSMGO has been exchanged, all of heating source to FO service system are to be shut down, stopped and closed completely specially the tracing steam also.
5. lower fuel inlet temperature as much as possible.
6. raise fuel pressure to the upper limit of range within green mark.
7. increase air-cut RPM with ten-key shown in DUQ1-187E

Please be informed that the spare 2 ICV kit (for 2 cylinders) & 1 ICU(for spare instead of onboard spare) will be delivered at Mobile, USA then please carry on the followings,

1. replace #5 ICU with new spare on board and prepare to land-off the replaced old ICU to DU, Japan.(plan)
2. replacer #4 & 6 ICU with 2 ICV kit delivered.(plan)
3. One ICU assembly which delivered is to be kept onboard as spare.
4. if possible, after repaired, try & confirm fuel run of Main engine before departure for confirmation.

Any querry & questionaires, contact us.

Y KIM.

Dear Kim-san,

I'd like to reply item 3 as a technical question.

From our field experiences, it is quite difficult to judge the leakage quantity with LSMGO from leakage quantity with HFO. Because it was vary quantity widely from two times to five times as mentioned in DUQ1-187E. Therefore we cannot guarantee the starting without failure, but it will lead to a significant improvement and almost cases can be started.
We reflected our field experiences in DUQ1-187E, therefore please refer (1) in each item of it, especially, 4. 4-1 (1).

In addition, there were two leakage location from ICV and FQ piston explained by figure on page 2/10. In almost cases FO leakage from ICV.
Therefore we recommend to replace #5 ICU with spare ICU.
If possible, measure the leakage quantity with LSMGO after changing over. Then it can be judged better option.

Best regards,

H.Yamamoto
DU

From: Minamoto Kisen [mailto:operation@minamoto-kisen.com]
Sent: Monday, August 21, 2017 5:02 PM
To: du_parts
Cc: 'master.capehenry@Skyfile.com'; 宇津原浩二; Ryoichi Kanehira; 盈　昌伸; 鵜飼英実; 梶田　浩平; 菅野亨; 椿　稔; 山本博文; du_parts
Subject: RE: [SEA15181] RE: Cape Henry(JMU Kure 3339) ME starting failure

Dear Utsuhara san

Thanks and confirm receipt of yours with many thanks.
Appreciate if you confirm followings

1. the detail of ICV kit and guide manual for the replacement.
2. It is more efficient & economical to replace ICV kit insteaad ICU assembly, please advise when the ICV kit come to be available again in your stock? we need the rest of 4 ICV kit more.
3. First of all, We hope to replace the on board spre ICU assembly and 2 sets of ICV kit which available at this moment for 3 cylinders at the Mobile, USA, The technical advise requested if it is no problem to start engine with LSMGO or not. And your recommendation required the which cylinder is to be replaced including #4 & 5 cylinder

Awaiting yours with many thanks.

Y KIM

Dear Kim-san,

Sorry to bother you but, please find our QTN revised (added ICU comp.)

Best regards,
R.Ogata for Mr. Utsuhara.
Diesel United Ltd.
Parts Sales Dept.

From:大形　亮 **On Behalf Of** du_parts
Sent: Monday, August 21, 2017 2:46 PM
To: 'master.capehenry@Skyfile.com'; 'operation@minamoto-kisen.com'
Cc: 宇津原浩二; Ryoichi Kanehira; 盈　昌伸; 鵜飼英実; 梶田　浩平; 菅野亨; du_parts; 椿　稔; 山本博文
Subject: RE: [SEA15181] RE: Cape Henry(JMU Kure 3339) ME starting failure

Dear Kim-san,

Further to our below, please find attached QTN.

Best regards,
R.Ogata for Mr. Utsuhara.
Diesel United Ltd.
Parts Sales Dept.

From: du_parts
Sent: Monday, August 21, 2017 2:35 PM
To: 宇津原浩二; 久我克巳; 竹内　実; 藤井　宏昭; 山根雅代; 三宅　安幸; 大形　亮
Subject: FW: [SEA15181] RE: Cape Henry(JMU Kure 3339) ME starting failure

差出人:山本博文
送信日時: 2017年8月21日 14:35:06 (UTC+09:00) 大阪、札幌、東京
宛先: 'Minamoto Kisen'; CAPE HENRY
CC: 宇津原浩二; 椿　稔; Ryoichi Kanehira; 盈　昌伸; 鵜飼英実; 梶田　浩平; 菅野亨; du_parts
件名: [SEA15181] RE: Cape Henry(JMU Kure 3339) ME starting failure

Dear Kim-san,

I confirmed our stock of ICU and ICV repair kit at present as follows.

ICU complete : 3 pcs
ICV repair kit : 2 cylinders

Our Parts Sales Dept. will send you a quotation by another e-mail. Please wait for a while.

Best regards,

H.Yamamoto
DU

From: Minamoto Kisen [mailto:operation@minamoto-kisen.com]
Sent: Monday, August 21, 2017 11:21 AM
To: 山本博文; CAPE HENRY
Cc: 宇津原浩二; 椿　稔; Ryoichi Kanehira; 盈　昌伸; 鵜飼英実; 梶田　浩平; 菅野亨
Subject: RE: Cape Henry(JMU Kure 3339) ME starting failure

Dear Yamamoto san.

Good day sirs.

We are still waiting for your reply for our questionnaires belows and here is attached new data for the leakage quantity of each ICU.
According to your DUQ1-187, the #5 ICU is seems in definitely abnomal condition and the other ICU are also to be taken care for because it is hard to believe only one leackage ICU cause starting problem.

Please provide your comment for this issue and on the other hand, it would be required discuss for supplying ICU and/or ICV repair kit **urgently**.

Her ETA Mobile is 29th AUG. pm.

RIC : Chief engineer
Please confirm the ROB of the spare ICU and condition of the replaced PCV and relief valve.

Best regards,

Y KIM.

Dear Yamamoto san.

Please kindly find attached CE report and data.
The ommited data of 17th were requested to resend.
And the answer of him regarding my questionnairs was included.

1. was there leaking alarm set-out?
2. if the drained from the FO rail at that time is pure LSMGO or IFO mixed?
3. the Main engine was being warmed up while loading? if yes, the temperature?
4. Give us your opinion if the cause of this starting failure is came from leakage or stick?
5. if it is from leakage, the remained is ICU only.
6. To enter USA territory, the fuel shall be exchanged to LSMGO, your opinion?

Awaiting your professional comment.

Y KIM.

Dear Yamamoto san.

Please let us know your comment about the screen shot on my message on 14th Aug.
Could you identify as for the cause of starting failure if the leakage from somewhere or something was stuck?

And wanna remind you for the some querry on below message and your comment requested for the attachement.

It seems we have to hurry up for the countermeasurement.ie. supply spare suspicious in advance to the Mobile, USA. AUG 30th.

Best regards,

Y KIM.

KIM-1708-059
Aug. 14 2017
From Minamoto Kisen

Dear Yamamoto San.

Please find the performance trend screen shot on Aug 10 13:00(LT) in LSMGO use.
Is it clear the ICU is leaking?

Please advise us the followings

1. better way to drain fuel from FO rail completely for emergency case.
2. if only ICV kit are required, the quotation & lead time in USA.
3. how to pressure test the replaced safety valve & the Pressure control valve.
4. how to export performance trend as data file form from WECS.

To : Chief engineer of MV Cape Henry

Please care for followings & carry on one by one to fix this issue.

A. Please identify where the exact leakage is. (see DUQ1-157E fuel rail pressure)

1. FO safety valve (check leak line)---------- new one replace.
2. PCV (drain to return line, became hot) ---- new one replaced
3. Solenoid valve of PCV ----------new one replaced
4. ICU (LA3446A :level alarm), confirm & report each ICU leakage while engine is running.(see DUQ1-187E)
   - measure amount of leakage from each ICU per 1 hour
   - Temperature of the time

B. Please send us

1. Alarm History and flex view message since arrive Mylaki, Greece. (since & to exchange fuel oil)
2. Performance trend to check FO rail leakage when engine is stop entering Gibraltar.

3. Engine performance data exporting PF4 file daily.

C. Please overhauled and check replaced the Safety valve and the PCV to confirm if any parts are defective.
D. Mr. Yamamoto/DU requested.
//QTE//
At the moment, we'd like to receive following data.
- A copy of "IHI-3339-Failure.mdb" file located "C:¥flexView9520¥IHI-3339" folder
- Screenshots of "PERFORMANCE trend" which explained DUQ1-157E during ME starting and after stoppage.

//UNQTE//

Please Confirm in return, Best regards,

Y KIM/Minamoto Kisen

Dear Kim-san,

Many thanks for your updated information and noted outline of troubleshooting procedure.

Please understand that the reasonable leakage from each parts are normal. However if the viscosity is too low, fuel leakage quantity can become too much. Therefore it is necessary to keep normal viscosity for the fuel.

Whole the fuel leakage on ME can be checked by hold time of fuel rail residual pressure explained in DUQ1-157E. We recommend to check at Gibraltar.
In case of ICU, DUQ1--187 explains method to measure the leakage quantity of each cylinder in 5. (1) b). This can be checked during ME running condition, but please take care high temperature.

Best regards,

H.Yamamoto
DU